

SAILING DIRECTIONS CORRECTIONS

PUB 172 9 Ed 2001 LAST NM 3/02

Page 23—Line 15/L; read:

Zafarana Terminal (29°10'N., 32°41'E.) stands about 4.7 miles NNE of Ras Zafarana. Vessels should send their ETA 72 hours and 24 hours in

(BA NP 286(3); US CH 62195) 5/02

Page 23—Line 51/L; insert after:

A pier, which dries, and is marked at each extremity by a light, stands S of Marsa Thelemet and is best seen on the chart.

(US NM 43/62195/01) 5/02

Page 35—Lines 55 to 56/R; read:

A depth of 17.8m lies about 1 mile
(43(4273)01 Taunton; US NM 6/62295/99) 5/02

Page 54—Line 1/L; read:

North Jumnah Shoal, which is marked by a light. Then set a course for the pilot boarding

(US NM 32/62270/01) 5/02

Page 55—Lines 18 to 22/L; read:

Sudan.
(BA NP 3; Guide to Port Entry) 5/02

Page 55—Lines 53/L to 5/R; read:

Depths—Limitations.—The port is approached through a channel, best seen on the chart, entered between Lighted Beacon No. 1 and Lighted Beacon No. 5. There is a minimum depth along the centerline of 12.8m.

Osman Digna, the new port, is located E of Condeser Island. Vessels with a maximum draft of 12.2m can be accommodated. Berth information is given in the accompanying table.

Sawakin Harbor—Berth Information		
Berth	Length	Remarks
No. 1	130m	General cargo
No. 2	130m	General cargo
No. 3	106m	General cargo
No. 4	26m	Ro-ro berth
No. 5	67m	Service craft
No. 6	103m	Livestock

(BA NP 3, Supp. 5/98; Guide to Port Entry) 5/02

Page 55—Lines 18 to 19/R; read:

Pilotage.—Pilotage is available 24 hours. The pilot boards about 2.2 miles ENE of Lighted Beacon No. 1.

(BA NP 286(3); US NM 43/62144/01) 5/02

Page 73—Line 2/L; read:

5m, sand and broken shells, lies about 5 miles NE of Ras
(US CH 62110) 5/02

Page 73—Line 21/L; read:

The town of Aseb (Assab) stands on the NW shore of the bay. The

(US CH 62110) 5/02

Page 73—Line 39/L; read:

Aseb (Assab) (13°00'N., 42°45'E.)

(US CH 62110) 5/02

Page 73—Lines 40 to 41/R; read:

about 0.6 mile NE of the N end of the offshore breakwater. Vessels should send their ETA 72 hours, 48 hours, and 24 hours in advance.

(US CH 62110) 5/02

Page 74—Line 6/L; read:

Anchorage is prohibited N of a line joining Ras
(US CH 62110) 5/02

Page 80—Line 47/L; insert after:

Sharm el-Sheikh contains a new passenger quay. The quay is 482m long, and can accommodate vessels with a draft of between 4.5 and 9m. There are smaller wharves, with a total length of 36m, for vessels with drafts of less than 4.5m.

Pilotage is compulsory. The pilot boards about 0.9 mile SSE of the E entrance point to Sharm el-Sheikh.

(Fr NM 27/01; BA NM 23/01, Section VI;
US NM 47/62191/01) 5/02

Page 90—Line 28/L; read:

Rabigh (22°44'N., 38°59'E.), about 18 miles SE of Ras
(US CH 62250) 5/02

Page 90—Lines 29 to 30/R; read:

The vessel should its ETA 5 days, 48 hours, and 24 hours in advance, with a confirmation sent 4 hours prior to arrival. Pilots board in the approach channel 2.25 miles NW

(BA NP 286(3)) 5/02

Page 111—Lines 1 to 2/L; read:

surrounds the tanker. The Holding Anchorage, whose limits can be seen on the chart, is situated 6.5 miles S of Rishah. Vessels are prohibited from entering the restricted area surrounding the tanker or the Holding Anchorage without prior approval of the terminal authorities.

(US NM 42/62285/01) 5/02

Page 134—Line 40/R; read:

during foul weather. A depth of 16.5m was reported (1975) to lie about 15 miles SW of Shib Kadun. Another shoal depth of 24m was reported (2001) to lie 4 miles further E;

less water than charted exists in this entire area.
(BA NP 64; BA NM 45/01, Section IV) 5/02

Page 167—Lines 24 to 41/L; read:
which can accommodate seagoing vessels. Berthing information is given in the accompanying table.
(BA NP 63, Supp. 8/2001; Lloyd's Ports) 5/02

Page 167—Line 44/L; insert after:
New table titled "**Mina Qabus—Berthing Facilities (2001)**" from back of this Subsection.
(BA NP 63, Supp. 8/2001) 5/02

Page 167—Lines 15 to 16/R; read:
Control to request anchorage and give the following information:
1. Flag or port of registry.
2. Call sign, dwt, nrt, and grt.
3. Ports of call, including last port and next port.
4. Dangerous or hazardous cargo on board.
All vessels must be represented by a local agent
(BA NP 63, Supp. 8/2001) 5/02

Page 168—Line 30/R; read:
Restricted Area; they may not be approached within 2,000m without a permit.
(BA NP 63, Supp. 8/2001) 5/02

Page 171—Line 37/L; read:
by VHF and board about 0.5 mile E of Fairway Lighted Buoy.
(BA NP 63, Supp. 8/2001) 5/02

Page 171—Lines 11 to 13/R; read:
Anchorage.—The following anchorage areas lie the indicated distance and direction off the harbor entrance:
1. Area A—2 miles ENE. For inbound vessels under 120m long.
2. Area B—4 miles ESE. For inbound vessels over 120m long and vessels less than 120m long requiring bunkering and offshore services E of 56°26'E.
3. Area C—6 miles ENE. For vessels over 120m long requiring bunkering and offshore services.
(BA NP 63, Supp. 8/2001) 5/02

Page 185—Lines 50 to 52/L; strike out.
(NIMA) 5/02

Page 187—Line 40/R; insert after:
Ocean-going vessels undergoing bunkering operations use a designated anchorage area, best seen on the chart, about 8 miles SW of Jazireh-ye Qeshm.
(US NM 4/62393/01; BA NP 63, Supp. 8/2001) 5/02

Page 192—Line 42/R; insert after:
A hovercraft approach area has been established close N of the dredged area. Mariners should proceed with caution in this area due to the possible presence of hovercraft.
(BA NP 63, Supp. 8/2001) 5/02

Page 192—Line 50/R; insert after:
The petroleum terminal, on the E side of the harbor, can accommodate vessels up to 75,000 dwt.
(BA NP 63, Supp. 8/2001) 5/02

Page 207—Lines 52 to 53/R; read:
2. Berth B (for general cargo)—6 miles WNW.
3. Berth C (for general cargo)—3.5 miles WNW.
(BA NP 63, Supp. 8/2001) 5/02

Page 208—Lines 29 to 30/R; read:
the shore at the S end of Mina Khalid.
(BA NP 63, Supp. 8/2001) 5/02

Page 208—Line 36/R; read:
from a red and white vessel at the boarding ground, located
(BA NP 63, Supp. 8/2001) 5/02

Page 210—Line 18/L; insert after:
Offshore oil installations should not be approached within a distance of 1 mile.
(BA NP 63, Supp. 8/2001) 5/02

Page 210—Line 23/L; read:
breakwater. Two large hotels at the yacht harbor are conspicuous from seaward; one hotel has the appearance of a yacht's sail.
(BA NP 63, Supp. 8/2001) 5/02

Page 210—Lines 50 to 52/L; read:
inside the harbor entrance; caution is necessary as depths of as little as 13.3m lie inside the edges of the dredged channel.
(BA NP 63, Supp. 8/2001) 5/02

Page 210—Line 1/R; read:
Tanker/LPG Berth No. 1, with a dredged depth of 15m (2000), lies
(US NM 40/62499/00) 5/02

Page 210—Line 6/R; read:
No. 7 have a dredged depth of 15m alongside (2000); vessels berth
(US NM 40/62499/00) 5/02

Page 210—Line 15/R; insert after:
The maximum draft allowed in the harbor is 13m plus the height of the tide.
(BA NP 63, Supp. 8/2001) 5/02

Page 211—Line 55/L; read:
depth of 15m (2001). Just within the breakwaters, a
secondary
(US NM 49/62462/01) 5/02

Page 211—Table; replace with below:

Berths	Depth	Maximum draft	Remarks
1-4	13-15m	12.5m	Container berths
5	13m	12.5m	Ro-ro berth
6-9	13m	12.5m	General cargo berth
10-13	6m	5.5m	General cargo berth
14-19	13m	12.5m	General cargo berth
20-21	15m	12.5m	Tanker berth
22-25	15m	12.5m	—

(US NM 49/62463/01) 5/02

Page 211—Lines 4 to 7/R; read:
Mina Zayid has been dredged throughout to a depth of
15m (2001), except for a spur at its NW end, which has been
dredged to a depth of 6m (2001).
(US NM 49/62463/01) 5/02

Page 211—Lines 19 to 20/R; read:
branches off the main channel, is dredged to a depth of
4.9m, and leads to two offshore oil field supply bases.

A power cable, with a vertical clearance of 60m, crosses
the entrance to Sea Wing Access Channel and Khawr al
Bighal close N of its junction with Sea Wing Access
Channel.

(US NM 49/62463/01; US NM 1/62463/02) 5/02

Page 212—Lines 4 to 6/L; read:
Pilotage.—Pilotage is compulsory and is available 24
hours. The pilot boards between Lighted Buoy Z15 and
Lighted Buoy Z16.
(BA NP 286(3); US NM 24/62403/01) 5/02

Page 217—Line 55/R; read:
boards about 3.5 miles ESE of Berth No. 3. Vessels arriving
from
(US NM 6/62449/00) 5/02

Page 218—Lines 7 to 8/R; read:
before planning a voyage here.
Caution.—A pipeline crossover point has been
constructed in approximate position 25°08.5'N, 52°59.3'E.
Depths in this area may be up to 3.2m less than charted.

15.30 Sasan Oil Field (Salman Oil Field) (25°32'N.,
(BA NP 63, Supp. 8/2001) 5/02

Page 218—Line 26/R; insert after:
Nasr Oil Field (25°19'N., 53°28'E.), under development
and best seen on the chart, lies NE of Umm Ash Shayf Oil
Field.
(BA NP 63, Supp. 8/2001; US CH 62400) 5/02

Page 218—Line 55/R; insert after:
Karkara Oil Field (25°08'N., 52°28'E.) is centered
around a platform located on an 8.8m shoal depth. A moored
storage vessel, which is connected to the terminal by a
submarine pipeline, is situated about 0.8 mile ENE of the
platform.
(US NM 7/62440/99; BA NP 63, Supp. 8/2001) 5/02

Page 220—Line 7/R; read:
Depths—Limitations.—Outer Channel, now known as
Mesaieed West Channel, a narrow channel
(42(4211(P))01 Taunton) 5/02

Page 220—Line 15/R; read:
11m and is best seen on the chart. The lighted buoys
marking the channel are now designated W-01 through W-
12.

A second approach channel has been dredged into Umm
Said. It has been designated as Mesaieed East Channel. This
channel, which is currently not in use (2001), is marked by
lighted buoys designated E-01 through E-18. Vessels should
contact the local Port Authority for further details.
(42(4211(P))01 Taunton) 5/02

Page 220—Line 50/R to Page 221—Line 24/L; read:
South Berth is a multi-point mooring requiring the use of
the vessel's anchors. The depth at the berth is 14.6m. Vessels
are restricted to the following limiting dimensions:
1. Maximum length—340m.
2. Maximum beam—60m.
3. Maximum size (summer)—320,000 dwt.
4. Minimum size (summer)—50,000 dwt.
Information on pier facilities in Umm Said is given in the
accompanying table.
(BA NP 63, Supp. 8/2001) 5/02

Page 221—Line 24/L; insert after:
New table titled "**Umm Said Berthing Facilities (2001)**"
from back of this Subsection.
(BA NP 63, Supp. 8/2001; Lloyd's Ports; Guide to Port
Entry; US CH 62457; US NM 52/62457/01) 5/02

Page 221—Lines 44 to 45/L; read:
pilot boards in position 25°12.38'N, 51°44.35'E about 1 mile
NE of the new Lighted Buoy E-01.

Regulations.—A Vessel Traffic Control Service (VTCS)
operates in the
(42(4211(P))01 Taunton;
BA NM 41/01, Section VI) 5/02

Page 221—Line 4/R; read:
The following underkeel clearances must be
(NIMA) 5/02

Page 222—Line 31/R; read:
fronting shoals mentioned above. It has been reported
(1999)
(40(3952)01 Taunton) 5/02

Page 222—Line 42/R; insert after:
A causeway extending NE from the N end of the T-head
connects to the container terminal. Berth 10 and Berth 11, on
the SW side of the terminal, have a total berthing length of
700m, with a depth of 12m alongside.
(BA NP 63, Supp. 8/2001; US CH 62409) 5/02

Page 224—Line 40/R; insert after:
Al Rayyan Oil Field (26°39'N., 51°33'E.), about 22 miles
WNW of Al Shaheen Oil Field and Terminal, consists of a
production platform and floating storage tanker. Vessels send
their ETA 72 hours, 48 hours, and 24 hours in advance.
Pilotage is available; pilots board about 3 miles SE of the
terminal.
(BA NP 286(3); BA NP 63, Supp. 8/2001;
US CH 62520) 5/02

Page 231—Line 17/L; read:
Salman, although caution is necessary, as depths of less than
5m have been reported (2000) on the S side of the channel
in the vicinity of Buoy No. 12. A secondary channel, with a
least depth of 9.7m, leads
(BA NP 63, Supp. 8/2001) 5/02

Page 233—Line 12/R; read:
16.6 Ras Ushayriq (Ras Shayrij) (25°59'N., 51°00'E.)
lies about 17
(BA NP 63, Supp. 8/2001) 5/02

Page 235—Table; replace with below:
New table titled "**Inbound Reporting Points**" from back
of this Subsection.
(US NM 43/62530/01) 5/02

Page 235—Lines 8 to 9/R; read:
Inbound vessels report when passing Ras Tannurah
Lighted Buoy or when passing Lighted Buoy RTE. Inbound
vessels
(US NM 43/62530/01) 5/02

Page 235—Line 35/R; read:
navigation permits to the vicinity of Ras Tannurah Lighted
Buoy,
(US NM 43/62530/01) 5/02

Page 238—Line 30/R; read:
about 19 miles NE of Ras Tannurah Lighted Buoy, in
(US NM 43/62530/01) 5/02

Page 239—Line 33/L; read:
1. Ras Tannurah Lighted Buoy (27°06'N 50°57'E).
(US NM 43/62530/01) 5/02

Page 244—Line 25/R; read:
capacity as pilots board tankers 1.5 miles E of the terminal
or in the anchorage area and pilot
(BA NM 47/01, Section IV) 5/02

Page 246—Line 15/L; read:
Berth No. 19 accommodates tankers from 25,000 to 276,000
dwt. The
(BA NM 48/01, Section IV) 5/02

Page 246—Line 23/L; insert after:
Range lights, located on shore close S of the oil tanks,
lead from the anchorage to the platform.
(BA NM 48/01, Section IV) 5/02

Page 252—Lines 1 to 2/R; read:
Pilotage.—Pilotage is compulsory. The harbor pilot
boards from a tug between Ras Bahrah and Lighted Buoy
No. 33, about 1 to 4 miles from the main wharf.
Vessels requesting
(BA NM 45/01, Section IV) 5/02

Page 257—Lines 20 to 21/L; read:
About
(BA NM 45/01, Section IV) 5/02

Page 261—Lines 30 to 40/L; read:
Eastern Jetty, consisting of Berth No. 1 through Berth No.
3, is 530m long and has depths of 8.5 to 10m alongside.
Western Jetty, consisting of Berth No. 4 through Berth No. 6,
is 550m long and has a depth of 11.5m alongside.
The Ore Terminal, located between Eastern Jetty and
Western Jetty, can accommodate vessels up to 35,000 dwt,
with a maximum draft of 15m and a maximum length of
183m. The ore-loading berth is also used to load livestock.
Many other berths, with depths of 9 to 13m alongside and
which may best be seen on the chart, extend W from the
head of Western Jetty and then NW along the E bank of
Khawr-ye Dowraq. The ro-ro terminal is located close E of
Berth No. 7. The container terminal consists of Berth No. 11
through Berth No. 15.
(US NM 45/62442/01; BA NP 63, Supp. 8/2001) 5/02

Page 261—Lines 49 to 51/L; read:
of 13 to 14m, although silting may reduce the available
depths.
A petrochemical terminal exists at
(US NM 45/62442/01) 5/02

Page 266—Line 54/L; read:

The village of **Khusrowabad** (World Port Index No.
48155) (30°10'N., 48°25'E.) is
(NIMA)

5/02

Mina Qabus—Berthing Facilities (2001)			
Berth	Length	Depth	Remarks
No. 1	286m	13.0m	Multi-purpose berth. See Note.
No. 2	183m	12.8m	Multi-purpose berth. See Note.
No. 3	228m	11.0m	Bulk cargo.
No. 4	183m	10.3m	Containers. See Note.
No. 5	183m	10.3m	Containers. See Note.
No. 6	198m	9.7m	General cargo.
No. 7	183m	9.0m	General cargo. See Note.
No. 8	183m	9.0m	General cargo. See Note.
No. 9	122m	4.0m	Private berth.
No. 10	183m	4.0m	Private berth.
No. 11	183m	8.8m	Private berth.
No. 12	76m	8.0m	Private berth.
No. 13	152m	2.0m	Private berth.
Note. —These berths are in line. Larger vessels can occupy part of a second berth, if necessary.			

Umm Said Berthing Facilities (2001)				
Berth	Length	Designed depth	Charted depth	Remarks
No. 1	350m	15.0m	14.7m	Bulk iron ore discharge. See Note. 1.
No. 2	190m	15.0m	15.0m	Bulk iron ore discharge. Steel loading. See Note. 1.
No. 3	250m	15.0m	14.8m	Bulk iron ore discharge. Steel loading. See Note. 1.
No. 4	Total length of 298m	13.0m	13.0m	General cargo. See Note 1.
No. 5		13.0m	12.3m	General cargo. See Note 1.
No. 6	212m	13.0m	12.0m	Petroleum. See Note 1. The following vessel limitations apply: 1. Maximum vessel length—238m. 2. Maximum vessel beam—45m. 3. Maximum vessel size—60,000 dwt.
No. 9	200m	10.0m	8.8m	General cargo. See Note 1.
No. 10	200m	10.0m	9.6m	General cargo. Bulk liquids. See Note 1.
No. 16	250m	13.5m	13.5m	Petrochemicals. Located close NE of Berth No. 18. See Note 2.
No. 18	255m	13.0m	12.7m	Polyethylene chips. See Note 2.
No. 19	255m	12.5m	12.5m	Liquid ethylene. See Note 2.
No. 20	213m	11.8m	11.8m	Bulk grain. See Note 2.
No. 21	213m	12.0m	12.0m	Fertilizer. See Note 2.
No. 22	199m	12.8m	12.8m	Fertilizer. Maximum vessel size of 40,000 dwt. See Note 2.
NGL Jetty	—	12.8m	12.8m	LNG facility consisting of a T-head berth with breasting dolphins. Vessel length of between 168 and 290m. Daylight berthing only.
Notes: 1. Accessed via North Dredged Channel. 2. Accessed via South Dredged Channel.				

Inbound Reporting Points		
Reporting point	Station	VHF channel
Ras Tannurah Lighted Buoy	Ras Tannurah Port Control	10
Lighted Buoy RTE2	Ras Tannurah Port Control	10
Entry Lighted Buoy	Ras Tannurah Port Control	10
Lighted Buoy A	Ras Tannurah Port Control	10
Lighted Buoy C	Ras Tannurah Port Control	10
Lighted Buoy D1	Damman Port Control	16

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